

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1578
ANSWERED ON 13TH FEBRUARY, 2025**

CONVERSION OF STATE HIGHWAYS INTO NATIONAL HIGHWAYS

**1578. DR. RANI SRIKUMAR:
DR. PRASHANT YADAORAO PADOLE:**

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) the total length of State Highways converted to National Highways in the last five years, State-wise and year-wise;

(b) whether the Government has established specific criteria for prioritizing State Highways for conversion into National Highways, if so, the details thereof;

(c) the budgetary allocation and expenditure incurred on such conversions during the last five years, including funds provided under centrally sponsored schemes;

(d) the average time taken for the approval and completion of conversion projects and the key challenges encountered during the process; and

(e) the impact of such conversions on regional connectivity, economic growth, and traffic congestion, supported by any data or studies conducted in this regard?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) State / Union Territory (UT) – wise details of State Roads, including State Highways (SHs) and greenfield stretches, notified as National Highways (NHs) during the last five years are at Annexure.

(b) State roads, including SHs, are declared as NHs from time to time on the basis of well-established broad principles, including: -

- i. Connecting adjacent countries, National Capitals with State Capitals / mutually the State Capitals, major ports, non-major ports, large industrial centers or tourist centers.**
- ii. Roads having important strategic requirement in hilly and isolated area.**
- iii. Arterial roads which enable sizeable reduction in travel distance and achieve substantial economic growth.**
- iv. Roads which help in opening up large tracts of backward area and hilly region.**
- v. Roads contributing towards achievement of National Highways grid of 100 km.**
- vi. Synergy with PM GatiShakti National Master Plan (NMP).**

(c) Funds allocated and expenditure incurred on development and maintenance of NHs during the last five years are as under:-

Amount in ₹ Crore								
Year	Allocation / Target				Expenditure / Release of Funds / Actuals			
	Budgetary	IEBR Target	Others*	Total	Budgetary	IEBR Actual	Others*	Total
2019-20	74,767	75,000		149,767	68,310	74,988		143,298
2020-21	94,257	65,000	9,731	168,988	91,045	65,036	9,731	165,812
2021-22	123,537	65,000	25,000	213,537	115,321	65,150	21,356	201,827
2022-23	208,226	1,000	25,000	234,226	206,628	798	12,674	220,100
2023-24	266,552	0	17,000	283,552	266,299	0	24,346	290,645
IEBR – Internal & Extra Budgetary Resources								
*- Others includes funds from monetisation of NHs (including InvIT & Project based Financing)								

Apart from above, Government has achieved private investment of ₹ 1,10,310 Crore in NHs development projects during the last five years.

(d) Government receives proposals from various State Governments / UTs from time to time, for declaration / upgradation of State roads, including SHs, as new NHs. Decisions are taken based on the broad principles of declaration of NHs, requirement of connectivity, traffic density, inter-se priority and synergy with PM GatiShakti National Master Plan.

Key challenges in project implementation are faced due to issues of land acquisition, encroachment removal, law & order, utility shifting, non-availability of soil/aggregate, environment/forest/wildlife clearances, Road Over Bridge (ROB) & Road under Bridge (RUB) issues, contractual issues, etc. The Government, in coordination with State / UT Governments, implementing agencies, and other stakeholders, is committed towards overcoming these challenges and expedite timely completion of projects.

(e) Infrastructure sector which is the prime mover of the economy contributes to the faster economic growth and development.

NH network length in the country has increased from 132,499 km in March, 2019 to 1,46,195 km at present. With increased budgetary allocation over the years, quality of roads has improved substantially. Length of 4 lane and above NH network has increased by 1.6 times from 31,066 km in 2019 to 48,421 km. Also, proportion of less than 2-lane NHs has decreased from 27% in 2019 to 9% of the total NH network.

The Government has decided to focus on development of Access controlled High Speed Corridors (HSC) / Expressways for improving the logistics efficiency of the country. In addition, the Government has also adopted a policy to improve all NHs as per the traffic requirement but minimum Two Lane with paved shoulders standards except for ecologically sensitive Himalayan region where development plan is finalised considering the geological, environmental factors etc.

National HSCs / Expressways in about 2,474 km length have been operationalized so far.

The Government also takes up development of ring roads, bypasses & elevated corridors in major cities/ urban centers and State capitals, in consultation with State Governments, to decongest traffic and alleviate choke / congestion points on NHs. Decisions are taken based on traffic density, speed drop, number of road entering/exiting the city, road condition, inter-se priority and synergy with PM GatiShakti National Master Plan.

The above developments have increased the regional connectivity and accessibility to the NHs across the country and also increased the logistics efficiency, thereby leading to economic growth.

ANNEXURE**ANNEXURE REFERRED TO IN REPLY TO PART (a) OF LOK SABHA UNSTARRED QUESTION NO. 1578 ANSWERED ON 13.02.2025 ASKED BY DR. RANI SRIKUMAR AND DR. PRASHANT YADAORAO PADOLE REGARDING CONVERSION OF STATE HIGHWAYS INTO NATIONAL HIGHWAYS****State / UT – wise details of State Roads, including SHs and greenfield stretches, notified as NHs during the last five years: -**

Sr. No.	State / UT	Length in Km				
		2019-20	2020-21	2021-22	2022-23	2023-24
1	Andhra Pradesh	0	846	447	481	0
2	Arunachal Pradesh	0	0	0	1,748	82
3	Assam	0	97	71	0	0
4	Bihar	0	413	169	0	162
5	Chhattisgarh	0	15	0	0	0
6	Goa	0	6	0	0	0
7	Gujarat	265	844	141	0	214
8	Haryana	0	71	23	132	0
9	Jammu & Kashmir	0	0	55	124	59
10	Jharkhand	0	26	37	0	203
11	Karnataka	0	77	229	461	69
12	Kerala	0	0	0	76	0
13	Madhya Pradesh	0	178	121	93	0
14	Maharashtra	174	265	122	142	-13
15	Manipur	0	90	0	0	0
16	Mizoram	0	0	0	76	0
17	Nagaland	0	0	123	0	0
18	Odisha	0	136	0	0	0
19	Puducherry	0	0	0	0	0
20	Punjab	50	775	140	0	0
21	Rajasthan	0	8	127	230	0
22	Sikkim	0	246	0	0	0
23	Tamil Nadu	0	117	0	142	0
24	Tripura	0	0	0	35	0
25	Telangana	0	469	661	0	0
26	Uttarakhand	0	463	240	0	0
27	Uttar Pradesh	0	94	414	54	-129
28	West Bengal	0	0	9	0	235
29	Dadra & Nagar Haveli and Daman & Diu	6	0	0	0	0

Note: Negative figures on account of realignment / construction of bypasses / length de-notified etc.
